

SPORADIC STRIKES CLOSE COAL MINES

15,000 Laborers Quit for \$1 a Day Raise, Cutting Production in Illinois.

MORE EXPECTED TO QUIT

Operators Appeal to President Wilson, but So Far With No Result.

Special to THE SUN AND NEW YORK HERALD. Chicago, July 22.—A stiff blow to coal production in Illinois was dealt today by unauthorized strikes of mine workers that closed the mines and have made nearly 15,000 workers idle.

The strikers are day labor employees who have staged sporadic strikes for wage increases. They are asking for an increase of \$1.50 to \$2.50 a day. Frank Farrington, president of the union, expressed a fear that all of the mines in Illinois would be closed by next Monday. He said union officials have been powerless to prevent the walkouts.

Representatives of the Illinois coal operators today were appealing to President Wilson to prevent further walkouts. They said when dispatches reached Chicago telling of additions to the strikers' ranks.

A committee composed of Dr. F. C. Hammond, E. C. Seale, Herman C. Perry, J. B. Fisher and H. C. Adams made a trip through Secretary Tumulty. The members visited Secretary Tumulty because they were not sure that the miners' wage question should be discussed.

The operators have been under Government contract with the mine workers, the contract being made by the Bituminous Coal Commission last year, to run until 1922. When day labor, which receives a salary as compared with the wages of skilled labor in the mines, demanded more money and many men went on strike, thus shutting down mines here and there, the operators decided to take the case up with the Federal authorities.

The operators are not disinclined to grant a higher wage to day labor, but feel the Government should initiate any action.

Strikers reaching Belleville, Ill., state that about twenty shafts are affected in Franklin county, including the large Middle Fork mine at Benton. Four are idle at Collinsville and one at Knoxville and one at Edwardsville. Some mines in other sections of the southern half of the State are reported to be working with barely enough men to keep the shafts operating. In the Duquoin district 4,500 men received orders to strike. Mr. Farrington, in declaring his belief all the mines in the State will be closed by Monday, said he had received reports that between 25,000 and 30,000 mine workers are already idle.

NEW ENGLAND GETS COAL PRIORITY RIGHT

Agreement Is Made, Subject to Approval of I. C. C.

A scheme whereby New England actually will receive the priority in coal shipments, for which it has been fighting, was contained in an agreement reached yesterday by railroad executives, coal operators and James J. Stewart, Fuel Administrator for Massachusetts, according to John Pratt of the National Coal Association.

The agreement was submitted today or tomorrow to the Interstate Commerce Commission in Washington by C. D. B. Wentz, president of the National Coal Association, and Daniel Willard, president of the Baltimore and Ohio Railroad and chairman of the advisory committee of the Association of Railroad Executives. The commission will be requested to issue an order granting priority to New England on substantially the same terms that were embodied in the commission's order on Tuesday granting such priority to the Northwest.

The railroads have agreed to supply the mines with the necessary cars as soon as the order is issued. It was said, and the operators have agreed Mr. Stewart that these cars will be loaded. The main energies of the railroads will be directed to moving the cars to tide-water, where sufficient ships are said to be available to transport the coal to New England.

The agreement was reached following a conference in Mr. Willard's office, 2 Wall street.

The coal inquiry of the special Senate Committee on Reconstruction and Production will be resumed this afternoon in the Engineering Societies Building, 36 West Thirty-ninth street. Representatives of public utilities and consumers in New York city and State will be heard.

WILSON AID TO CHECK COAL STRIKE SOUGHT

Illinois Operators Fear Spread Through Central Field.

WASHINGTON, July 22.—Illinois coal operators today appealed to President Wilson to take some action to check the strike of laborers employed at their mines.

In a memorandum left at the White House for the President's consideration, the operators expressed the fear that the strike might spread from Illinois throughout the central competitive field, stopping bituminous coal production in Indiana, Ohio and western Pennsylvania as well as in Illinois.

No course of action was suggested to the President by the operators, who asked his "guidance as to the method" for dealing with the demands of the men for a wage advance of \$2 a day. No answer from the President had been received by the operators to-night, and they remained here for a conference tomorrow with Secretary Tumulty.

The operators' memorandum explained they felt bound not to depart "except through some Governmental action" from the existing contract with the men, based on the wage scale fixed by the Government commission named to settle the coal strike last fall.

CUBAN MOTHER SEEKS SON.

Appeals to Police in Search for 17-Year-Old Youth.

Mrs. Angelina de Grau, wife of a Cuban importer, appealed yesterday to the New York police to aid her in a search for her son, who came here from Cuba last September.

Mrs. de Grau told the police that her son, Hamilton de Grau, 17 years old, left relatives in Birmingham upon his arrival and in January came to this city with the intention of studying civil engineering. He went to live in Eighty-sixth street with Jose Villato, who had been a schoolmate of his. The two boys disappeared in May and have not been heard from since. Up to the time of his disappearance the de Grau boy wrote home regularly. His mother described him as being five feet one inch tall, very dark and several years older looking than his age. The two boys often talked of going to Philadelphia.

B. R. T. MOTORMEN ASK 25 P. C. RAISE

Join Elevated Employees in Rejecting 10 Per Cent.

Two thousand motormen and conductors of the Brooklyn Rapid Transit and Brooklyn City railroads, rejecting an offer of a 10 per cent. increase, voted last night in the Brooklyn Labor Lyceum to present on Monday their own wage demands to Lindsey M. Garrison, representative of the elevated in their wage agreement, which expires on August 23.

Their action concurred with that taken at meetings on the two preceding nights by the elevated road employees and the shop and maintenance men, and thereby practically all employees of the Transportation Lines in Brooklyn have rejected the offer of 10 per cent. made voluntarily by Mr. Garrison, to take effect next month. The action last night was taken without any consideration by the men of the 10 per cent. offer. It is understood that the demands which the men will make will call for a 25 per cent. increase.

All the employees who have acted so far on the wage question are members of the Amalgamated Association of Street and Electric Railway Employees of America. The committee has been appointed to present the demands to Mr. Garrison. Those comprising it are James Sheridan, Hugh Plattner and William Kelly, representing the motormen; Max Morde, Druber, Max Brody and Aaron Kopman, representing the elevated road employees; George P. Tracy, Edward L. Smith and George Pfann, representing the shop and maintenance men. The committee is now working on a presentation of demands for any changes in it thirty days before it is time for its renewal.

HUSBAND GOES, CALLS HIMSELF FAILURE

Mrs. Miriam Stern Brenner, 17, Seeks Annulment.

Mrs. Miriam Stern Brenner, who lives with her parents on Claremont avenue, has begun a Supreme Court action for the annulment of her marriage to Elias Brenner, a salesman. Although she styled her "the sweetest and most wonderful girl in the world," she says, he abandoned his duties as a husband and went to Mexico without leaving an address for communication.

Miss Stern was only 17 when she married Brenner in November, 1919. They were living in the Pennsylvania Hotel in February of this year when her husband, leaving her behind, went to Mexico. In a note in which he said: "I'm going to change my name and am making arrangements to go to Mexico—to drift with the tide of life, which may throw me on the shore of success or on the rocks of destruction. If I am successful you shall hear from me; if not, well, nothing matters."

Apparently, Brenner has not won fame or fortune, for he has not been heard from. He signed the letter, "Your husband, the failure." In a postscript he added: "You can always remember I am not going of my own account, but because you want it and it will make you happy."

FREED FROM PRISON; FACE MURDER TRIAL

Perchand and Lambie Taken to Elizabeth Jail.

Charles Perchand and Harold V. Lambie, indicted for the murder of the Railway Editor L. J. Janny and Arthur L. Kupfer, were taken yesterday to the Union County Jail, Elizabeth, N. J. Perchand's sentence at Sing Sing and Lambie's at Auburn prison were commuted by Gov. Smith, that they might face the murder charge.

Perchand arrived at the jail at 9 o'clock last night shackled to detectives John Walsh and Roy Martin, and was accompanied by Chief of Detectives Gallatin, whose fingerprint investigations led to the charges against the two convicts. Five hundred persons who had heard of Perchand's coming were at the jail.

GOMPERS FOR MORE 'OPERATING BRAWLS'

Says Roads Should Make Up Rate by Efficiency.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, July 22.—Samuel Gompers, president of the American Federation of Labor, in a formal statement declared to-night the American railroads lacked operating brains and that the wage advance granted by the Railroad Labor Board should be made up by greater operating efficiency and not out of the pockets of the people. The wage decision was condemned by Mr. Gompers as unsatisfactory. He took occasion to say that ownership of the lines was not involved.

"Much has been said in the press about the estimated aggregate wage increase granted to the railroad men of the country by the Railroad Wage Board," said Mr. Gompers. "The figure, \$600,000,000, is large and it sounds awesome. An entirely unfair impression is gained from reason of this bulk of the figure. The honest method of applying the increase is to apply it to the individual."

"It is estimated that the average wage of a section worker under the award will be \$101 per month, or less than \$25 a week. The average wage of an engineer will be about \$280 a month, or less than \$70 a week. These are averages, so a great many hundreds of workers in these classifications will get less than the estimated average."

"It does not seem to have occurred to either the Government or the railroads that it might be possible to increase railroad operating efficiency to a point that would eliminate the extra cost. I venture to say it is possible to so increase operating efficiency of the railroads as to not only afford a proper wage to the workers, but to also allow a proper return to railroad investors."

When it's too hot to eat—drink cooling, nourishing Knickerbocker Aid

Break a large egg into a large glass, and add the juice of a large lemon; sweeten to taste, add half a glass of water, shake with plenty of crushed Knickerbocker Ice until the ingredients are well mixed. Strain into an ice-filled glass and drink.

The egg is as nourishing as meat; the lemon is refreshing and healthful; the Knickerbocker Ice is pure, clean and cooling—what better "meal" for the hottest of mid-days?

Knickerbocker ICE Company

BROADWAY

POVERTY CLAIMS OF 'TUBES' RIDICULED

Road Earns More, Spends Less Than Any in City, I. C. C. Learns.

CITY BRIEFS ARE FILED

Rate Increase Not Needed to Meet Interest on Debt, Is Assertion.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, July 22.—That the Hudson and Manhattan Railroad Company, operating the Hudson tunnels in New York, "is earning more per car mile than any other railroad in New York city and spending less" is the principal objection raised against its application to the Interstate Commerce Commission for permission to maintain its increased rates in briefs submitted today signed by John Bentley and Charles M. Egan, Corporation Attorneys for Jersey City, and John J. Fallon, Corporation Attorney for Hoboken.

Moreover, the municipal representatives allege, the prospective earnings for 1922, as estimated independently by engineers and accountants employed for the purpose, give evidence that the company will be able to meet the interest charges on the whole of its funded debt without increasing the rate above the old 5 cent fare down town and 7 cents up town, or else establishing a flat 6 cent rate, or other point, and still have a surplus of \$1,200,000.

The cost of operation figures submitted by the company are declared to be "grossly excessive." The road is over-capitalized, the municipalities charged, pointing to the company's own admission that much capital on which interest must be paid is lying dormant.

The capitalization per mile of first track of \$15,423,951, as shown in the report of the commission's accountant, is prima facie grossly excessive," the brief asserts, "as compared with the New York City Subway, which has a capitalization of \$4,474,320 and the Brooklyn Rapid Transit's \$3,392,534."

"For the purpose of taxation the company on December 31, 1919, submitted sworn figures to the tax authorities of New York State showing the present value of the road to be \$34,104,672, being \$4,968,561 less than the cost figure submitted by the company in its Exhibit 12, and \$42,923,361 less than its funded debt outstanding on December 31, 1919."

"An evidence of the looseness of its figures, the company submitted a sworn statement to the New Jersey State Board of Assessors showing that the company's property located in New Jersey was valued at \$5,324,603, while before the New York State Tax Department the company submitted a sworn statement showing the same property in New Jersey to be worth \$10,242,518, reduction cost new, and \$9,024,538, present value."

The municipal brief also raises the question of the propriety of including the operations of the Hudson Terminal Building with the operations of the railroad.

Two briefs were filed by the company, one by the respondent itself, the other on behalf of the "adjustment income bondholders."

ARTIST HELD AS WIFE SLAYER.

Mesones, Peruvian, With Fifteen Accomplices, Accused in Rome.

Rome, July 22.—Investigation into the case of Luis Ignatius Mesones, the Peruvian painter who was arrested in Rome early this year charged with the murder of his wife, has been completed. The judge ruled that he and his fifteen accomplices be tried on five counts, as follows: First, the murder of his wife; second, extortion of money from his father-in-law; third, instigating his wife to steal jewelry from her mother; fourth, the sale of forged State bonds; and fifth, the receipt of stolen goods.

\$1,000,000 Fire at Manistee, Mich. MANISTEE, Mich., July 22.—Fire of undetermined origin destroyed the lumber and salt plant of the Buckley and Douglas Lumber Company today, causing a loss estimated at \$1,000,000.

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NINE DIE, MANY HURT IN BELFAST RIOTING

Troops Fire, Killing Three and Wounding a Dozen, in One of Many Clashes.

1 VICTIM IN MONASTERY

West Belfast Post Office Is Wrecked—Coast Guard Station Raided.

BELFAST, July 22.—Up to 11 o'clock to-night nine persons had been killed and scores wounded in the rioting which started yesterday and was renewed today. The firing was renewed at 10.30 in the neighborhood of Clonard Monastery.

Brother Michael Morgan, a Redemptorist, was shot dead to-night in Clonard Monastery, Falls road, during a serious engagement between rioters and troops. Two others were killed, William Downey and William Gordeney. The belief is that Brother Morgan was the victim of stray bullets.

Late this evening a renewed outbreak of rioting occurred on Kashmir road, one of the most dangerous districts. The attack against the military was of a formidable character, and many were injured by stones and other missiles. The rioters grew increasingly menacing, and after a warning the troops fired, with the result that three persons were killed and fully a dozen wounded, some seriously. James Conn was shot through the lung and was operated upon immediately in a hospital.

Earlier in the evening a liquor dealer in the Ball Macarret district, believing that a mob was about to attack his premises, fired a number of shots and wounded four civilians. He was seized and beaten and eventually sent to the hospital. Albert Macaulay was shot dead by soldiers in Croagh Square.

Today's rioting began in the Falls area of West Belfast at the mill district. The post office was wrecked and the police fired on the rioters. A soldier and several civilians were wounded. A revolver firing developed at Mackie's foundry, near the shipyard. As the workers were leaving the foundry at noon they were fired on by a crowd of men said to be Sinn Feiners. Some soldiers standing nearby returned the fire. Two of the foundry workers and one soldier were wounded.

There was serious rioting at Balmbridge, the home of Col. Smyth, who was assassinated a few days ago. Rioters today that he was not aware of the existence of any differences between the United States and Japan of such a nature as to justify the intervention of Great Britain to refer the matter to the League of Nations.

This was in reply to a question by Sir Frederick Hall, Unionist, whether "the differences that have arisen between the United States and Japan as a result of anti-Japanese legislation which has been passed in America are of a character that could be referred to the League of Nations for settlement, and if so, whether the British Government proposes to offer its good services with this object."

The Premier said he did not think it was an occasion for interference between Japan and the United States.

BRITAIN HANDS OFF IN U. S.-JAPAN CASE

Lloyd George Refuses to Re-Enter Dispute to League.

LONDON, July 22.—Premier Lloyd George asserted in the House of Commons today that he was not aware of the existence of any differences between the United States and Japan of such a nature as to justify the intervention of Great Britain to refer the matter to the League of Nations.

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GERMANS TAKE KUN OFF SHIP TO RUSSIA

Bela and Other Communists Sent Back to Austria.

BERLIN, July 22.—Bela Kun, former dictator of Hungary, and other Communists from Hungary and Bavaria were removed yesterday from the steamer on which repatriated prisoners of war were being carried from Stettin to Russia. Bela Kun and his associates will be sent back to Austria, since they were excluded by the German Government from its permission for Russian prisoners of war to proceed through German territory on the way from Austria to Russia.

A despatch from Berlin July 17 quoted a despatch to the Berliner Zeitung from Breslau as saying that Bela Kun had escaped from the train on which he was being transported from Vienna to Russia near Odenberg, a frontier station on the Silesian-Czechoslovak border.

'LIE' YELLS CARSON TO O'CONNOR CHARGE

Denies Uter Attitude Encouraged Germans to Fight.

LONDON, July 22.—Important measures for dealing with disorders in Ireland were announced in behalf of the Government in the House of Commons today by Sir Hamar Greenwood, Chief Secretary for Ireland. In the course of a debate on Irish affairs which occasionally developed considerable heat.

Calling attention to the Government's Irish policy T. P. O'Connor declared that nobody had done more than Sir Edward Carson, the Ulster Unionist leader, to keep the Government on its feet, and he suggested that it was the Ulster movement which turned the vacillating mind of Germany in favor of war.

Sir Edward, interrupting the speaker, characterized this as "an unmitigated lie."

Sir Hamar Greenwood, after reading the latest reports from Belfast, said he would have to ask the House to pass certain legislative measures to meet the situation. The Government, he said, had introduced a criminal injuries bill which would enable it to intercept every grant from the Exchequer to any person or authority in Ireland which was acting illegally, and he assured the House that the action of every council or other public authority in Ireland was being kept under the closest surveillance.

Another bill, said Hamar, would create a tribunal superseding all courts which had failed to function during the recent seizures, and he would submit a bill empowering the Lord Lieutenant of Ireland to establish a tribunal to deal quickly with every criminal offense committed in Ireland.

James Hugh Thomas, Laborite member and general secretary of the National Union of Railwaymen, declared that the Government could obtain peace in Ireland immediately by establishing dominion home rule there.

The Prime Minister told the House that the Government was fully aware of the situation in Ireland, and he said he had been "deliberately exceedingly mischievous" in his speech.

Sir Frederick W. Young, M. P. formerly a member of the South Australian Parliament, again had a feeling that the Government was not doing enough to deal with the situation. He said that regarding Archbishop Mannix's projected visit to Ireland, Mr. Lloyd George said the matter was being considered.

The overture to the Sinn Fein was made through intermediaries by Premier Lloyd George, who was anxious to see the leaders himself and discuss the situation, says the Daily Mail. They, however, resolutely refused to negotiate, and feeling that if they did their lives would be jeopardized.

INLAND WATERWAY 'EPOCH IN HISTORY'

Senator Townsend Points Benefits in Opening of the St. Lawrence.

BOON TO MIDDLE WEST

Vast Fuel Saving Is Added to Advantages to All Industries.

Special to THE SUN AND NEW YORK HERALD. DETROIT, July 22.—Senator Charles E. Townsend of Michigan sounded the keynote of the Great Lakes-St. Lawrence Inland Waterway Congress in his address entitled "The Ocean Way From the Lakes to the Atlantic," at the Board of Commerce's afternoon session.

The Senator traced briefly the developments of production and transportation from primitive times and told the 1,500 who filled the auditorium at the opening session that the opening of the St. Lawrence River to deep draft vessels would be an epochal achievement.

The efforts of Senator Townsend have obtained a unanimous vote of the Senate to begin an investigation into the probable benefits of the proposed waterway. This was when persistent and widespread agitation for the project began. His efforts resulted in the reference of the inquiry to the international joint commission, members of which have made a survey of transportation needs in Western Canada and the United States. A similar survey will be made in the East in October.

The view to determine to what extent the proposed waterway would bridge the continental transportation crisis.

A roar of applause from the delegates greeted a telegram from Senator Warren G. Harding, in which he asked for a full report of the deliberations of this conference. Mr. Cox, the American representative, was told that a telegram expressing, as did Senator Harding, regret at inability to be present and speak at the congress.

After paying a tribute to the members of the Inland Waterways Committee of the Board of Commerce for its work in arranging and planning the congress, Senator Townsend said:

"If the world were not quite so busy and if it had the disposition to weigh influences the future historians would record among the great things men and women who greatly and intelligently forwarded a project which, in my humble judgment, will entitle them to be properly ranked with the men who gave steamboats and railroads to humanity